



Official and Classified ADVERTISEMENTS

Continued from Page 15

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Crab men want ban

CRAB fishermen from the Norfolk ports of Cromer and Sheringham are calling for immediate action to stop trawlers destroying their fishing grounds.

Members of the North Norfolk Fishermen's Association are campaigning for a ban on all trawling within three miles of the coast from Wells to Heppingsburgh (just north of Great Yarmouth). This would give protection to most of the crab, lobster and whelk grounds in the area.

Chairman of the Association, Sheringham fisherman Eric Wink, said: "If something is not done soon the trawlers will wreck our crab and lobster grounds. As it is they've already ruined the whelk grounds north-west of Sheringham and broken up the spawn and now we can't get a living out of whelk fishing".

Although the Eastern Sea Fisheries Committee already ban trawling in parts of the area, local fishermen want additional protection for the valuable crab, lobster and whelk fisheries which bring in about £200,000 a year to local men.

Local fishermen state that there are two main problems — trawlers using heavy gear are wrecking the sea-bed and are also hauling up crabs and lobsters in their nets. They fear that unless legislation is introduced soon the North Norfolk fishing grounds will eventually become invaded by trawlers from Common Market countries.

Secretary of the fishermen's association, Bob Rushmer, said he was worried about the situation and would do his utmost to get a ban on trawling in the three mile coastal area, now under the jurisdiction of the Eastern Sea Fisheries Committee.

"We have had a lot of trawlers messing about on these grounds and the problem is getting worse each year", he said. Inshore boats from Lowestoft sometimes work the grounds, but the fear is mainly of foreign vessels.

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EUROPEAN fisheries debate hots up SILKIN TAKES TOUGH LINE

MR. JOHN SILKIN, Minister of Agriculture, Fisheries and Food, warned last week that he would risk the wrath of the EEC and introduce conservation measures to protect fish stocks from marauding third countries.

If the EEC does not get an agreement within the next four weeks then we will go alone, he told the Commons Select Committee, which is investigating the fishing industry.

Later, in the House of Commons, Mr. Silkin spoke out exactly how he would go about it. The four most urgent measures he proposed were: a ban on North Sea herring fishing; a restriction on the area in which Norway may be taken at the expense of white fish; strict control on catches and a ban on carrying nets of different mesh sizes on the same voyage.

These measures would be backed up by a licensing system. While the EEC will be informed that action is needed, Mr. Silkin, by being backed on to urgently, Mr. Silkin made it clear that if an understanding and not a Ministry of Marine was not reached soon, then Britain, under the Hague tradition, replied Mr. Silkin, "It has been a long history of expertise, agreement, was entitled to go" and the Ministry has built up on her own.

"The present arrangement was perfectly satisfactory", added Mr. Silkin. "With the Bill coming up, we wouldn't think of altering it".

In its attitude to the Common Fisheries Policy, Mr. Silkin again stated that the Government would be negotiating for a limit of no less than 12-mile variable in places out to 50-miles. Pressed about the position of the variable limits, Mr. Silkin declined to make these known in public.

With the fragmented nature of the fishing industry, Mr. Silkin was asked if he was getting a cohesive picture. Were distant water fishermen getting a better representation because they were more organised? Would it not be better if there was

one body like the National Farmers' Union to deal with?

"It would not be practicable to have a global body covering the industry", said Mr. Silkin. "Lots of organisations are not an in-

ity on it. When we are to must give the House of Commons opportunity to debate it".

There was also the same disintegration within the Government, pointed out Mr. Wint, between DAFS, MAFF and the Foreign Office.

At present there is no way of dealing with this, said Mr. Silkin. "Decisions taken by the EEC affect the outside world and therefore the Foreign Office is involved".

The Committee, led by Dr. Edmund Marshall, directed a lot of its attention to the protection of Britain's 200-mile limit. Trying to pinpoint the respective roles of the Ministry of Agriculture and the Ministry of Defence, Dr. Marshall wanted to know who made the decisions.

Asked if he was happy with the disintegrated set-up of the White Fish Authority and the Herring Industry Board, and if he planned to merge them, Mr. Silkin said: "Quite clearly it is under review. We are not yet in a position of final-

ity. We are still in a planning-in period, but in the meantime, we will be operating on a tougher basis with offenders next month.

The Committee was told that the level of protection was decided by the Ministry of Defence.

Summons taken out by the county council follow intensive nighttime patrolling by the county authority's fisheries protection vessel Polaris.

Colin Ross and Colic Moy, both of which have been discharging mackerel at Penzance, are referred to in the summonses.

Pointing out that we were well in front of other countries when it came to protection, Mr. Silkin said he was protecting 60 per cent of EEC fish stocks.

"It is unfair for us to have shamed the whole cost of its protection", he added.

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questions about the Ministry's intelligence centre set up to centralise information on foreign fishing effort, the Committee decided it would like to visit the centre that afternoon!

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The ships had to contend with bad weather and the pair lost fishing time when Novena had to break off to tow the Scottish trawler Arctic Reiver into Lerwick with engine trouble.

Given a sporting chance with the circumstances taken into account — each ship might have had a 1,000-kilometre catch.

Novena and Armona had worked the White Sea on

their first experimental voyage, but returned with only small catches which resulted in changes in technique and design which obviously appear to have paid off for the stern trawlers.

Novena landed 643 kits, including around 500 of cod and 120 of haddock, while Armona had 792 kits, including more than 500 of cod and 110 of haddock. The vessels were at sea 18 days.

Star-ships Novena (above) and Armona made £41,683.

Star-ships Novena (above) and Armona made £41,683.



CROSSTON: do it step-by-step

WE CANNOT "gellop" towards a revision of the Common Fisheries Policy. It will take a long time to sort out an interim regime and we must not expect every Council meeting to produce a final result.

This was what Foreign Secretary Anthony Crosland, told the House of Commons, last week, when he reported on the first EEC Council of Ministers' meeting held in Brussels under British chairmanship.

Revision of the CFP must be taken in a deliberate step-by-step manner, urged Mr. Crosland.

While the problems of going slowly were appreciated by Mrs. Winifred Ewing (SNP Moray and Nairn), she wondered if this was going to lead to a 50-mile coastal zone for our inshore fleet. To which she got the standard answer that Britain is aiming

for a 50-mile territorial belt. Declaring that the situation over fishing by third countries was urgent, Mr. Crosland added: "The amount of fish — certainly some species — that has been caught by Soviet trawlers in the first month is at least equal to the quota for the whole three months.

The proposals on national licensing, said Mr. R. Nelson (Con., Chichester), would perhaps allow the Soviet bloc to slack out of its responsibility to recognise the Community, and negotiate with Brussels, as we have been forced to do with Iceland.

The Community has granted fishing rights to Iceland, stated Mr. Crosland, "However, if the Community cannot enforce the numbers of trawler laying down, I would rather Britain did it unilaterally than that was not done at all."

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At LAST the fishing industry looks as if it might get the man it deserves. After just four months as Minister of Agriculture, Fisheries and Food, Mr. John Silkin has started to strike the right note in the rarified atmosphere of Westminster and Brussels.

By threatening unilateral action to protect British fish stocks — if the EEC doesn't get a move on and control foreign fishing effort off our shores — Mr. Silkin is talking in the way fishermen understand.

After the ineffective affability of Fred Peart, his predecessor, Mr. Silkin is beginning to show here as a tough talker — something he is already renowned for in Brussels.

While Mr. Silkin's stand has been widely commented on in the national press as part of an internal struggle with the Foreign Office, the politics of the situation are irrelevant to fishermen, as long as somebody is fighting on their behalf.

Always likely to cause an international incident, fishing is something of an embarrassment to the Foreign Office. This is why it is pushing footnotes when it comes to protecting fishing interests. It would probably suit the Foreign Office better if there were no fish left to fight over.

If Mr. Silkin wants more evidence to back his move to control foreign fleets, he need look no further, this week, than to sprat fishery off North Shields.

This prolific stock has broken up and made off early. And this is where the might of the Russian fleet has been assembled over the last few months.

Danes pull fast one

THE GOVERNMENT has although she has one of the best records in Europe in the negotiations with third countries. Further concessions to countries like Iceland are ridiculous in the absence of any agreement with those countries, especially when they already enjoy highly favourable tariff reductions.

"The Department of Trade and the British Fishing asked for our views on the Danish proposals and we have expressed our opposition in no uncertain terms," said EEC's negotiating hand with Mr. Austin Leing, director-general of the British Fishing

as most of the fish concerned would be for re-export.

"We have repeatedly pointed out that the EEC is not making sufficient use of any other EEC country,

ty of the European market in the negotiations with third countries. Further concessions to countries like Iceland are ridiculous in the absence of any agreement with those countries, especially when they already enjoy highly favourable tariff reductions.

"As everyone in the European fishing industry knows, with an 'open door' on imports it would be almost impossible to ensure that the fish coming in was only the species specified and would be used only in the processing

industry.

Small then the 103, the DEPMAR 131 is only 210 x 290 x 150 mm and weighs 6.6 kg (14 lbs). It has six depth ranges between 0 and 120 fathoms with alternative scales to 240 fathoms. In addition, a "feeler" with two range scales, providing for paper economy on paperage. The DEPMAR 131 has a 4 inch wide paper compared with the 103's 6 inch, but like the 103 it has white line, a "bottom anywhere" facility, and very low power consumption. Alternative 50 kHz or 200 kHz transducers are available for wooden and fibreglass and steel vessels. Adjustable white line, and "bottom anywhere" are featured for fishing.

Depmar 103 and 131 echo sounders are available now from Kelvin Hughes. Write or phone for full details.

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EEC aim is to cut fleet

CURRENT EEC plans for restructuring the European fleet now centre on the decommissioning of vessels. This was stated in a reply to Torbay MP, Sir Frederic Bennett, who had sought clarification on the position from MAFF.

In his reply Edward Bishop, Minister of State, said that while some member states favour scrapping incentives which have in some cases been linked with replacement side, such a link is not axiomatic.

"Our information is that much current emphasis is on decommissioning alone," wrote Mr. Bishop.

"Aids designed to improve the structure of fishing are of course compatible with Community principles, and member states can pursue measures they deem most suitable to their own circumstances and policies."

The long-established UK approach, which has commanded widespread support over the years, has been to

assist the improvement and modernisation of existing vessels together with the construction of new ones, leaving the question of the deployment of individual vessels, irrespective of age, which is only one of a number of relevant factors, to be determined against purely commercial criteria.

"It would be inappropriate for me to comment about the effectiveness of policies pursued elsewhere. But I understand that some scrap and replacement programmes have generated certain structural problems of their own.

"One has in mind in particular the increased difficulty young people, or others of limited means, may encounter in acquiring their first vessel or progressing by judicious exchange.

"No system is entirely perfect. Whether our arrangements will need to be altered in order to adapt to the changes occurring in the industry is one of the many factors being covered by the consultative programme."

The Fleetwood nearwater trawler David Wilson, seen leaving Fleetwood last Sunday for Canada.

TOP TRAWLER SETS SAIL FOR CANADA

'frustrated by new safety measures'

down to the last decimal point. Throughout her working life she had met Lloyds AI requirements and there has never been a complaint about her stability by the men who sailed in her.

"But the frustration, expenditure and time that resulted from the application of these new regulations went on and on. At that time I received an offer from the Canadian company, and decided to accept it and to look around for a Fleetwood trawler.

Mr. Wilson said: "It was a soul-searching decision to let the vessel go — made with every reluctance."

"The ship was built in Appledore in 1961 to the highest specifications. She was one of the rare ships in her day to have a stability book and she always been a very fine vessel. Then the Department of Trade and Industry introduced new legislation dealing with stability. No one in the fishing industry, and certainly not myself, could possibly be against improved safety in ships."

"I suppose in some ways we were beginning to see the light at the end of the tunnel.

James Scott, all of

Gordonstoun and the Caledonian Fisheries Group.

Mr. William Crawford for the Northumberland Sea Fisheries Committee, said that the three trawlers, Atlantic Star, Achilles and Aurolo, were breaking an 1891 bylaw by fishing within three miles of the Northumberland coast using the pair trawling method.

None of the trawler owners denied fishing using the pair trawl nor that they were within the three mile limit, but they claimed that pair trawling was not included in the 1891 act. Mr. John Horsburgh, fishery officer for the NSC said he found the boats pair trawling on February 17 and that the method had been used for the last 13 years off the Northumberland coast.

Prosecutions for pair trawling had only started last year following numerous complaints about lost fishing gear from the croak and lobster fisherman.

The appellants were Alexander Davidson, Andrew Strachan, Andrew Cordner, Charles McLaren, Arthur McLean, and William McLean, all of Peterhead; John and Iain Scott and

but there was no guarantee that having done one thing another would not be required by the department. Because so much depended not only on the new regulations but on the interpretation of the regulations by individual inspectors."

Before the new legislation came in, there had been an assurance that it would be a smooth procedure. "They were way out of that one," said Mr. Wilson. "Somewhere along the line there has been a breakdown between the administrators and the people in the industry who have to make practical application of the new legislation. It is true there was a lot together."

"They can build in safety and stability if it is not handled properly it will produce circumstances that will put it in trouble."

Skipper Banks added: "I had every confidence in David Wilson. I have had him in a Ferry 10 and she has been as good as any ship. It is a crying shame that she is going to be of no use."

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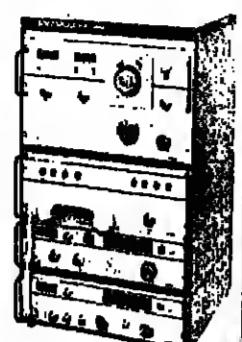
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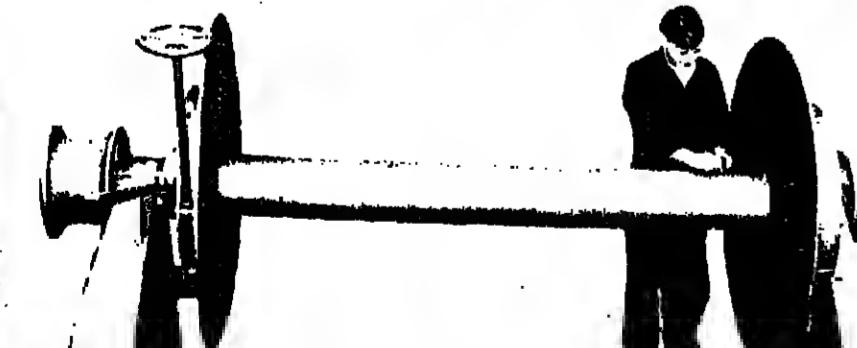
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Port getting to grips with the 'boozers'

TRAWLER owners and unions at Fleetwood are getting to grips with the problems of excess drinking at sea. Leading firms at the port have started having crewmen's bags searched before vessels sail.

Wyn Trawlers Ltd. was the first to begin the searches and it has been followed by Boston Deep Sea Fisheries Ltd. and the Hewett Fishing Co.

Dennis Bond, general manager of Boston's at Fleetwood, said: "Our searches are being carried out by ship's husbands and generally every co-operation is being given by the men. Only in very isolated cases has there not been co-operation.

"On one occasion we stopped one ship selling because a man refused to join the vessel unless he could take drink aboard. On the same ship the crew would not sail because of the condition of one of the men who reported on board.

"Something has to be done to tackle the problem and we are trying to do it. It is difficult for drink and trawling have gone hand in hand for many years."

Alf Davies, district organiser for the TGWU, said: "We fully accept that something should be done. Attitudes and the climate have changed. The vast majority of our members want to go to sea to make a living and return in one piece. They always have done."

"Serious drinking aboard ships has always been a minority problem, but a dangerous one. It is right that it should be stamped out."

"We are not entirely unhappy that the searches should be carried out by ship's husbands or watchmen. It should be done by someone in authority."

"We would like the Department of Trade to make some strong directive

on the matter of searches to strengthen the legality of the situation. It could be, too, that if they found that a man reporting to a ship was sober, but had a drink in his bag, that this might be impounded until the ship returns rather than him being stopped from sailing in that ship."

John Thain, chairman of the port disciplinary committee, said: "Firms are doing their level best to counter the problem. If a ship has to be stopped from sailing because of drink then it has been done."

"Stiff penalties have recently been imposed on drink in matters concerning drink, with the offenders being banned from sailing from Fleetwood for long periods. I am sure that the word is out and we all hope this produces the right results."

Victor Buschini senior, trawler manager for the Hewett Fishing Co., said: "We want to clear out the

drinking problem in the industry once and for all. It has been a millstone round our necks for years. For a long time we were under the misapprehension that legally we could not carry out searches.

"Now the right atmosphere resulting from the recent trawler inquiry (that of the Wyre Victory) has given us the chance. One unfortunate aspect is that the quiet sorts who used to be a quiet daily port for medicinal purposes will suffer because of the hotheads."

Searches are not being carried out by the port's biggest firm, J. Marr and Son Ltd. Its Fleetwood manager, Jim Cross, said: "We are not sticking our heads in the sand over this. When agreement is reached we will participate and we also expect some recommendations when the findings of the Wyre Victory inquiry are made known".

Big losses on Greenland grounds

THERE were big losses for Fleetwood vessels last week after they were forced to work the east Greenland grounds. The return of the stern trawler *Irvona* which landed a meagre 402 kits

with 509 kits which net £17,515. Jim Gray, Fleetwood manager for vessels' owners, J. Marr and Son Ltd., said: "We have been putting off the evens and now it's here."

"This is the crunch," Mr. Cross added. "The trips are going to have to be done if Fleetwood is going to survive. These big deep winter ships must find somewhere to fish. If we do send them they will be forced to the wall because there is nowhere else for them to go."

There were slightly better fortunes for the stern trawlers *Carina* and *Jacinta* which worked the same area but returned back to the milder winter grounds.

Carina landed 568 kits which sold for £13,797 while *Jacinta* made £19,800 for 700 kits. Both vessels had more than 150 nautical miles to travel.

But fortunately for them, it was a different story. Vessels which worked the middle and near-eastern grounds, the pocket trawler *Rosamunda* (Skipper M. Beavers) continued an excellent run of success by being one of the biggest trips in months.

The vessel landed a total of 283 kits, including 80 of haddock, 35 of cod, 15 of haddock and 15 of coley, 55 of dogfish and 10 of herring, which sold for £14,200.

The vessel's 15-day grossing and just short of record for owners J. N. Walker, which was set up recently, *Replenish* with a grossing of £9,200.

For Wyre Conqueror, it proved a happy hunting ground. Skipper Bill Soper took the vessel on the evening tide the same day. As a direct result of the incident she was delayed four days.

A fourth seaman involved in the case who failed to appear, but requested a hearing in his absence, has been ordered to attend the Committee at a later date.



TWO VETERAN Tweed salmon fishermen have decided to retire and to mark the occasion Thomas Dryden and Ross Simpson were presented with gold watches by the chairman of Berwick Salmon Fisheries Co. board of directors, Lambert Cermichael.

Mr. Dryden became a Tweed fisherman 43 years ago at Haughshield fishery then moved to Gardo fishery when he was promoted to foreman in 1984. Mr. Simpson started at Yarrow fishery in 1948 and was appointed foreman at Whitemead 23 years ago.

THREE SUSPENDED

THREE deckhands were crew following fighting each suspended for 28 days by the Grimsby Port Disciplinary Committee last week after refusing to work almost as soon as the trawler *Blackburn Rover* had left Grimsby for the White Seas ground.

Brian Yull (36), Adrian Kirman (25) and Walter Dobson (28) claimed in defence they had only refused to appear, but requested a hearing in his absence, has been ordered to attend the Committee at a later date.

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'SLUGGISH' MARKET KNOCKS BACK FLEET'S HOPES

A TOP grossing of £42,388 from a 27-day White Sea trip of 1,345 kits by BUT's *Northern Reward* (Skipper Wally Harris), on last week's Monday market, was the highlight of a rather disappointing seven days at Grimsby.

With the supply position still poor at just over 16,000 kits landed, plus approximately 3,500 boxes from overland, owners had every right to expect better returns. But the demand was only fair end by the weekend salesmen were knocking down top quality cod, fetching around £40 per kit a week before, at just above £30.

Seven deep water trawlers landed a total of 8,262 kits — all local vessels on White Sea trips with the one exception of the two-year-old Feroese stern trawler *Froyur* (FD 850).

Captain Andrass Jenseen however, must surely have

told *Fishing News* that *Froyur* had completed on 18-day White Sea trip with a haul of 1,583 kits, almost entirely of plaice. She seemed set to make a bumper grossing and Skipper John Roberts must have been dismayed with the final tally of £29,000 on a very slow market.

All other White Sea trips, including that of BUT's *Ross Kashmir* — back from a 23-day Norway coast trip with a haul of 1,583 kits, almost entirely of plaice. She seemed set to make a bumper grossing and Skipper John Roberts must have been dismayed with the final tally of £29,000 on a very slow market.

Froyur is agented by Boston which secured the best kit average (£22.39) of all last week's distant waters for the Faroese vessel.

Biggest disappointment, however, must surely have

Falling demand hit the midwater trawlers equally. After Taylor's *Kyoto* (Skipper Johnny Decombe) had hit an average of £36.69 per kit on the Monday market following a 15-day Feroese/Westerly mixed trip of 372 kits which sold for £13,277, things got progressively worse.

BUT's *Ross Lynx* (Skipper David Cooper) enquired an early lead, as the markets began drifting down, with £19,054 from 745 kits, mostly of codfish, haddock and coley, from another Faroese/Westerly trip of 16 days, but Taylor's *Okino* (Skipper "Snowy" McHugh) narrowly outgrossed her on £19,111 from only 685 kits later in the week.

In spite of a slack market, big catch of codfish, approaching 500 kits, just gave *Okino* the edge after a 17-day trip and she held on even though *Ross Jockal* (Skipper "Paddy" McCarthy) with 800 kits but including some 200 of dogs, 300 of haddock and only 160 of cod, made a determined effort to regain the weekly honours for the BUT camp on a dismal Friday market. *Ross Jockal* grossed £17,568.

On the following day *Georgina Wilson* (Skipper Tom Smith) made £4,049 from 89 kits. Between them the vessels landed a total of 5 kits of haddock, 25 of cod, 20 of whiting, 110 of roker, three of turbot and brill, 20 of plaice and 10 of soles.

Jadestar Gipsy (Skipper Jim Brodic) also broke the £5,000 barrier. She landed 126 kits which sold for £45,201.

On the following day

Paddy Wilson (Skipper Rees Evans) made £4,587 from 120 kits. Two of codfish, 25 of cod, 15 of whiting, 45 of roker, seven of turbot and brill, three of plaice and eight of soles were the vessel's main varieties.

VALLEY TO PAIR

SIR, The age old right of the British fisherman to earn his living from the sea was tested away with the Association Treaty.

His future and that of his family rest on the pleasure of

the alien Brussels-based Commission whose plans for his redundancy were first exposed by *Fishing News*.

To give these plans some credence of democracy a committee was set up to give them a platform. No representative of the British fisherman set on the committee. One British MP was appointed but, according to the Working Document, abandoned herself from the proceedings. This committee rubber stamped the Commission's proposals.

The counter-argument our fishermen receive at the hands of our Ministers and our new European masters was instanced in Mrs. Winifred Ewing's letter (*Fishing News* November 19) revealing that a voting abstention by two British Labour MPs defeated a motion which called on the Council of Ministers to halt its anti-fisherman redundancy plans.

The new boat, not yet named, was seemingly too heavy and caused the crane to collapse under her. The new boat, not yet named, was seemingly too heavy and caused the crane to collapse under her.

Damage was caused to the

slipway.

MANX BOAT SINKS IN TWO MINUTES

THE 39ft. Manx-owned trawler *Argo* sank in two dozen men were involved in a two hour operation on Wednesday last week.

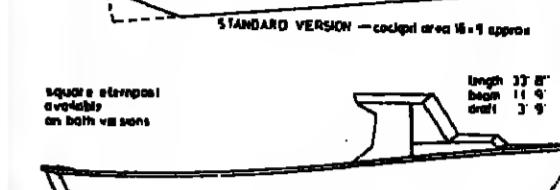
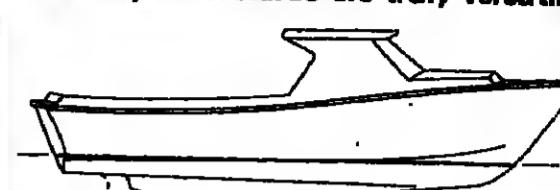
The vessel, skipper owned by Dick Messer of Kirk Michael, was white fishing about three miles off Larkey when he noticed the vessel was low in the water. After radioing for assistance from the nearby trawler *Castler* (Mori), he took to the liferaft. *Argo* sank in a 95 hp Gardner engine.

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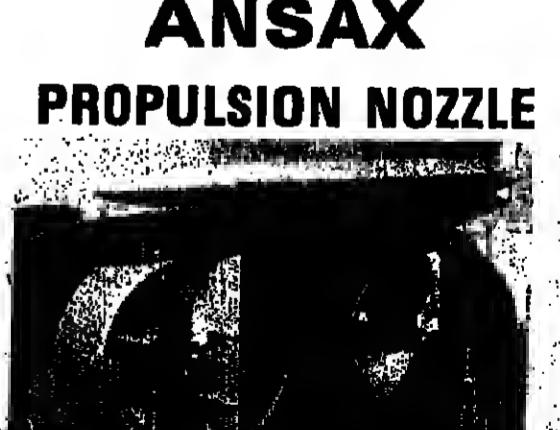
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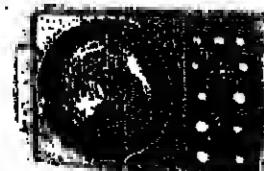
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Zephyr on trials from her builders, J. and G. Forbes. The wooden 86-footer has a bow thruster.

Shetland partners work new purser

THE NEW 86 ft. wooden-hulled purse seiner and trawler *Zephyr* is for a partnership of seven Shetland fishermen headed by Skipper John Irvine of Whinlissay.

Skipper John Irvine is the brother of Skipper Lawrence Anderson Irvine who had the 86 ft. purser *Antares* built about two years ago. Both skippers had their boats built at the J. and G. Forbes yard at Sandhaven.

Zephyr is similar in lines and dimensions to *Antares* and has the same make of main and auxiliary engines, also gear handling machinery. Like *Antares*, she is also fitted with a stern thruster — an unusual feature in a wooden boat.

Zephyr is among the first new boats in the UK to be fitted with the Wesmar SS220 Computerised Sonar System introduced by Western Marine Electronics of Seattle, USA, early last year.

It has been supplied by the Scottish firm of Alexian Electronics Ltd. which fitted the first production model to *Antares* and to several other Shetland boats last year. (A full description of the SS220 sonar appeared in *Fishing News*, September 10, last year.)

Antares and *Zephyr* have the SS220 for supplementary use with their larger sonar sets, as its narrow sonar beam makes it ideal for high definition of targets at close range.

Operating at a frequency of 160 kHz, it has a sounding range from 150 to 3,000 ft. and a beam width of 6.5 degrees.

According to fishery officers in the North-Eastern Sea Fisheries District, results with trammel nets varied. For most crews it is a new venture

equipped for purse seining and trawling. During the winter she will trawl for pout and white fish, landing the pout to the Lerwick fish meal plant. She will normally purse seine for herring during the Shetland herring season.

With an overall length of 86 ft., registered length of 79.5 ft. and beam of 23 ft., *Zephyr* has a transom stern and is of traditional Scottish bayonet with the deckhouse aft.

Propulsion is provided by a Caterpillar D388 engine supplied by Caledonian Engines Ltd. It gives 850 hp at 1,225 rpm and drives the flywheel and gearboxes of about 4:1 reduction ratio.

Equipment driven off the main engine includes a Desmi bilge and general service pump, Transmotor 110V generator and 24V alternator. A Lister HW3 37 hp auxiliary engine running at 1,800 rpm drives a Gilbart Gilkes and Gordon bilge and general service pump, Transmotor

110V generator and 24V alternator. Hydraulic power for the deck units is supplied by pumps driven from the fore end of the main engine through a Karmoy gearbox. The pump for the Brimwell 86 hp stern thruster is also driven off this gearbox.

Arranged for boxing and bulking, *Zephyr*'s fishroom has steel stanchions and aluminium boards, being substituted on both bulkheads and served by two hatches.

TRAMMEL netting along the north-east coast of England is becoming so popular fishermen are complaining that net suppliers cannot keep up with demand.

At Hartlepool, one coble trammel netting earned well over £1,000 for just one week's work last month.

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110V generator and 24V alternator. Some 4,000 gallons of fuel oil, and 800 ft. of fresh water, are carried.

Karmoy Mek. Verksted of Norway has supplied most of the catch and gear handling machinery, including 22 ton purse and trawl winch, fly dragging seine net winch, boom swinger, and fish pump with fish and water separator.

A triple net winch is fitted on an extension at the sternward side of the deckhouse. Other deck units include a Karmoy winch and a Robertsons toppling winch.

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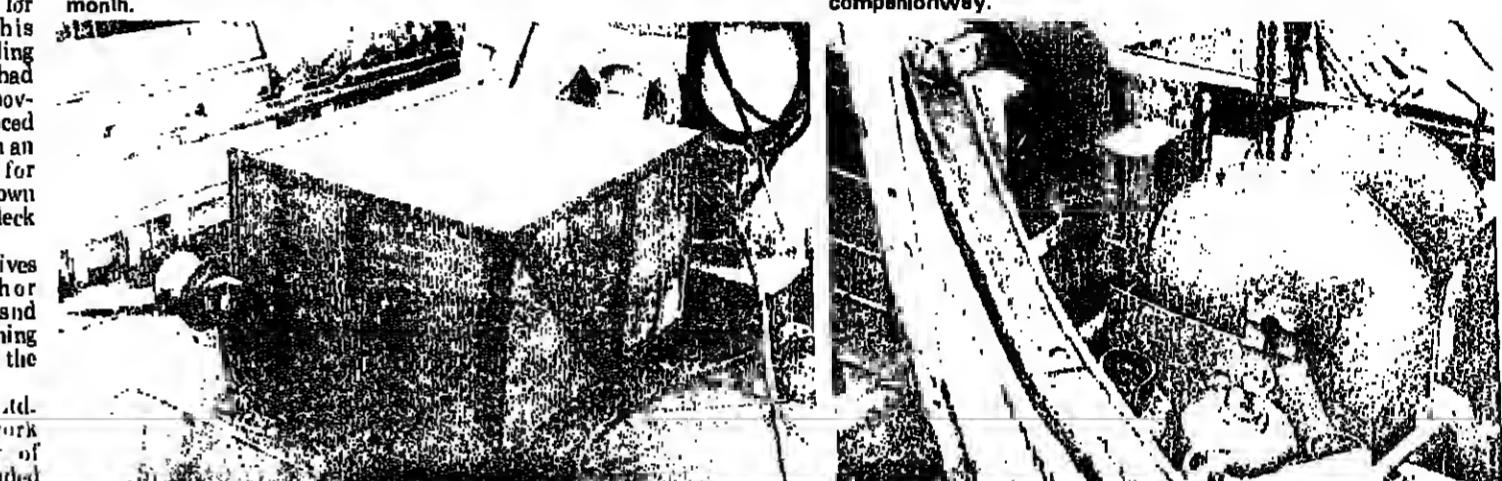
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INSHORE at Grimsby

A MONTHLY FEATURE



Above: latest addition to the Grimsby fleet of pair trawlers is *Jean Scott*, seen here preparing for her maiden from Grimsby at the beginning of the month.



Below left: the fish washing tank on the gill-netter *Wardley*. Below: the anchor windlass on *Wardley* is tucked behind the companionway.



Above left: Skipper Ted West — back in fishing with *Shearbill*. Above right: the other Bojen brothers: Meritus (left) and Kaj. Below: the Hull seiners *Falkenborg* and *Kronborg* at Grimsby for a rolfie fleet month.



Above: *Shearbill*, the inshore boat which Skipper Ted West has bought. He will work through the George B. Bee Ltd. agency. Below: *Falkenborg* and *Kronborg* at Grimsby, but has bought the former Allard, Hewson & Co. Ltd. seiner *Shearbill*. Ted will be working her as an inshore through the George B. Bee Ltd. agency.



Above: *Falkenborg*, *Kronborg* and *Gulborg* have all been over and at one time there seemed to be more Boston seiners at Grimsby than there were at Hull.



Inevitably, their presence gave rise to considerable speculation that a transfer to the south Humber port could be on the cards for '77. We must wait and see.

Tom Wood

Switch to trammels

TRAMMEL netting along the north-east coast of England is becoming so popular fishermen are complaining that net suppliers cannot keep up with demand.

At Hartlepool, one coble trammel netting earned well over £1,000 for just one week's work last month.

According to fishery officers in the North-Eastern Sea Fisheries District, results with trammel nets varied. For most crews it is a new venture

and working methods had to be sorted out.

At Sunderland only one coble worked trammel nets but she had excellent landings of cod — up to 50 stones worth around £4 a stone on average.

Six cobles worked trammel nets from Seaham at the beginning of November.

One Runswick Bay boat switched from long-lining to trammel netting and had increasingly good catches. At Scarborough, crews working trammel nets varied. For most crews it is a new venture

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CUSHIONS TO SOAK UP OIL

A PRODUCT for dealing with oil pollution has recently become available. It is known as Drizit and is obtainable in the form of loose fibre or absorbent cushions containing the fibre.

To handle it resembles teased felt and when you put a handful or two on to oily water, it starts to absorb the oil straightaway. It absorbs no water and so, before long, you have gobs of the stuff saturated with oil floating on the surface — gobs which will not sink.

It is suitable, in loose fibre form, for putting under a fractured oil pipe or leaking in coupling, or dealing with oil

spillages on solid surfaces, but I doubt if it is suitable in this form for, say, removing an excessive amount of oil from bilgewater; the gobs look as though they might soon choke pumps.

For bilgewater absorbent cushions filled with the fibre are the answer. Cushions are approximately 50 cm square and are covered with a material which allows oil to pass through it and be absorbed by the fibres. Each has an eyelet which enables it to be held in position wherever you want.

For dealing with major oil spillages in, say, the vicinity of oyster beds, Drizit is obtainable in sleeves about four metres long and 18 cm in diameter.

For dealing with major oil

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John Burgess' Log



KNOTLESS NETTING

ON DECEMBER 24, in reply to a query from a reader who was contemplating holding live fish in cages and wanted to know where to get suitable materials and components for making them, I mentioned two sources of supply in the south of England.

I have since heard that W. & J. Knox Ltd. of Kilbirnie, Ayrshire, the only manufacturers of knotless netting in the UK, has found it has advantages for making cages to hold fish of all species to be fished and probably even of a high standard.

Although it can after a standard walk-around

"I AM going to place an order for a new 40 ft. boat which I intend to use for lobstering, scalloping and trawling. And I am going to install a 130 hp engine in it.

"If it was just a lobster boat I would be out for maximum speed and not concerned with reduction gear. If it were to be used only for trawling I would need a 3:1 reduction gear at least.

"Would it be sensible to compromise with a 2:1 reduction gear and gain a little as well as plenty of pulling power at slow speed.

According to the company's marketing director, the department has supplied

"I WONDER if you could help us with a problem? There are large quantities of queen scallops in our district in 16-20 fathoms of water. They are in beds a quarter to half a mile long between rocky patches and weed from the rocks chokes the dredges.

"What we need is a method of surveying the seabed — on a TV screen or something similar. Do you know of any equipment which might be suitable for that purpose?"

"I regret to say that I

don't. But possibly someone who does will see this and suggest a solution to your problem.

"We would certainly like to see this," said Larry M. prize skipper of *Conquest* who was one of the first to be scuttled in Whitby lifeboat.

"Conquest" is owned by merchant Les Dowker the skipper, only recently

following a nine-month

spell while the American was removed and overhauled.

"These navy lads have their stuff and it's easy to know they're close by in it up to your

"I am sure that copper salts are toxic to marine life.

Jack Peyton made a strange catch in the Queen's Channel recently when a 20ft long wooden rudder was trawled up by his inshore boat *Sheo*.

Half of the 12in. thick rudder was broken away by marine worms, but the massive bronze pintles are still perfect. The timber has been untouched by worm

around the 2ft long copper through-festings — proof

preservation work.

The rudder was trawled up by the skipper's 10-year-old daughter, Leigh Jagger.

Named *Sheo*, she is an all

steel trawler built for

owners Jack Robinson (Hull) Ltd. and Skipper Allan Jagger of Scarborough.

The vessel is designed for

side trawling, pair fishing and seine setting and will operate

from Scarborough. Dimensions are 50ft. 9in. overall

length, 18ft. 6in. beam and

9ft. depth, with a gross tonnage under 50 tons.

Electricity for lighting and power is supplied by three

24V d.c. traction motor

generators in the engine room. Two of these are belt driven

from the main engine, the

third being driven from the auxiliary engine.

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